

McLAURIN ANSWERS TILLMAN.

WOULD-BE GOVERNOR TELLS OF COAT TAILS AND TOLLS REPEAL.

Ridicules Tillman's Position on the Panama Tolls Repeal Bill, which He Claims is Passed in Interests of Lord Cowdray's Railroad.

To the Editor of The State:

I noticed in your paper of today my name figuring in Senator Tillman's speech explaining his change of position on the repeal of the canal tolls. He draws an analogy with my attitude on the Paris Treaty. "I would be very unhappy," says the senator, "if McLauren could justly charge me with prescribing physic for him, which I myself am unwilling to take. Should I fail to stand by the party platform and vote for the repeal, he could justly say that I am inconsistent." The senator then proceeds to tell why he is going to do just that thing. It is this inconsistency which constitutes his most valid claim to greatness. No truly great man ever bothers his head about being consistent. What's the use? The senator is not much more of a success as a coat-tail swinger than I am. I did not know, however, that it was as popular in Washington as in South Carolina.

He seems to find it as difficult to explain about Wilson's coat tails as I do about Bleasie's and his reasons are just about as disingenuous as mine were when I passed that "precious emblem of peace and fraternity" to another. After clearly demonstrating that President Wilson is wrong, he justifies his own change of vote by showing what a fool the late lamented State convention made of itself. The convention lacked the leadership of our senators and congressmen, most of whom were elected delegates, but found urgent business elsewhere.

While heartily concurring in this proposition about the folly of the convention, it does seem to me that the real question is whether the repeal of the tolls is right or wrong, not whether the platform or Wilson is to be obeyed. It is a great question of national policy, which should outweigh either president or platform. Personally, I admire the stand of Ragdale and Wyatt Aiken, not only because it takes moral courage to oppose the hand that apportions the public pie, but because on the merits it is to the country's best interest. The people of the United States have paid for the canal and should get some return for their money. Foreigners should not have the same rights and privileges as our own people, unless they had contributed towards the construction of the canal.

The statement that the tolls would be a subsidy to a "shipping trust" is not within a mile of the actual facts. We have no American merchant ships to use it, because the subsidized vessels of foreign nations have driven our flag from the high seas. We have retained a coast shipping because of port discriminations in its favor. Follow the present policy and our coast trade will soon be in foreign hands. The United States is an export nation and to be entirely dependent on our commercial rivals to carry our products abroad is unwise. I do not care what President Wilson or anybody else says to the contrary.

The facts are that the repeal of the tolls will continue the most heartless subsidy to Lord Cowdray's railroad that exists on this earth. It is a complete surrender of American interests to Great Britain. We build the canal at enormous cost in life and money and present it to the English capitalist now exploiting Mexico and other countries. Lord Cowdray is the Rockefeller of England, in fact, he is a combination of Rockefeller and Morgan, because of his political and financial power, aside from being an oil king. He owns the Tampico and Tehuantepec oil fields. He has the unqualified backing of the British government in all of his undertakings, and if any one will take the trouble to read the testimony taken by the Davidson committee and other public documents easily accessible they can not but conclude that much of the trouble in Mexico comes from the fight between British and American oil interests.

This may explain why England recognized Huerta when the United States refused to do so. I know that the biggest obstacle in getting the canal bill passed was the opposition of the transcontinental railroads, notably the Canadian Pacific. Now that we have the canal the same interests, I have no doubt, seek to control it. Lord Cowdray's road is in south Mexico and connects Puerto on the Atlantic and Salina Cruz on the Pacific, a distance of 190 miles. It cost \$65,000,000 and was paid for by the Mexican government. The bonds got into Lord Cowdray's hands and through some kind of a deal with Dias he has absolute control of the road, which is said to be the most profitable line of railroad in the world.

SUMTER 3, COLUMBIA 3.

SECOND GAME IS TEN-INNING TIE FOR VISITORS AND LOCALS.

Game Was Fast and Crowd Saw Fine Exhibition of Baseball—Chandler and Stogner Stars for Sumter—Spaugh Star for Columbia.

One of the best games of ball seen on the local grounds for some time was that on Thursday afternoon, when the Y. M. C. A. team and the Columbia Athletics met for the second game of the series. The game was an exciting one and interesting to the spectators from every point of view. The score of 3-3 at the end of the tenth inning, when the game was called on account of the gathering dusk and it was feared that it would be too dark to finish out another inning.

Frank Chandler pitched a star game. He struck out fourteen men, allowed only five hits and gave three bases on balls and hit two batters. He also scored one of the runs made by his team.

Of stellar fame also was Stogner, a black horse run in at the last minute, who twice saved the game for the Sumter team. His hit in the fifth inning scored two runs, tying the score and his magnificent throw from left field in the ninth prevented the Athletics from scoring what might have been the winning run. He got two safe hits and twice came near scoring, but was unable to make it safe on account of not having on baseball shoes. Kortjohn also secured two hits and played a good game all the way through, scoring one of the runs and taking part in a pretty double play, Chandler to Kortjohn to Nash. For Columbia Spaugh was the star, pitching a good game in which he struck out nine men and did not allow a single base on balls. He secured one run, made a hit and played a good steady game.

A particularly exciting moment came in last half of the tenth, when Stogner, first at the bat made a hit and secured first. Chandler, J., struck out and Haynsworth sacrificed Stogner to second. Dick made a hit and Stogner tried to make it home, but was plugged out as he slid for the plate.

Columbia started scoring in the second inning when an error let Girardeau to first, he stole second and scored on a hit by Bull. In the fifth Spaugh made first on a passed ball by Chandler, J., stole second and scored on Dickett's hit. Sumter started scoring in this inning, when with two on bases Stogner made a hit and two runs crossed the plate. In the sixth Chandler, F., got his base on a wild throw by Spaugh and scored on two hits by Kortjohn and Nash. In the seventh Carter made a third score for Columbia, tying the game at 3-3 which score remained unchanged.

Three errors were credited to the Sumter team and one to the Columbia players.

Hugh Phelps umpired in a highly satisfactory manner.

The players were: Sumter: Haynsworth, cf; Dick, rf; Tupper, ss; Chandler, F. p; Kortjohn, 2b; Nash 1b; Hurst, 3b; Stogner, lf; Chandler, J., c. Columbia: Krebs, 3b; Turner, cf; Dickett, 1b; Ford, 2b; Girardeau, lf; Smith, rf; Bull, ss; Carter, c; Spaugh, p.

The records show that it is the personal property of this British money master. Freights, from say, New York to the Pacific, go to Puerto, there the ship is unloaded and its freight passes over Lord Cowdray's road to Salina Cruz, there it is reshipped to its destination.

The record shows that freights for the Hawaiian Islands average \$2 per ton from New York, and that one-third of this amount goes to this 190 mile railroad. The president of the Hawaiian Steamship company gave this testimony before a congressional committee. The opening of the canal with free tolls to American ships would undoubtedly wipe out Lord Cowdray's railroad, but it would also lower sugar \$4 per ton to the American people. Alfred Henry Lewis puts it in a nutshell, when he says, "The fight is between \$65,000,000 of Lord Cowdray's English Tehuantepec railroad money and \$400,000,000 canal money. That is the precise issue presented by a contest over freeing the canal to American coastwise ships." If it is not a subsidy to charge American ships \$4 per ton so that this English railroad may retain its freight rate, what is it?

The American people must pay taxes to maintain the canal and in high freight continue the tribute to England's financial king.

I do not want Senator Tillman to be unhappy because I am sure he wants to do right. I think that President Wilson told him the truth when he said that he did not understand that plank in the platform and has probably never had time to study it yet.

In conclusion I do not think that either Senator Tillman or myself can

POLLOCK STATES HIS POSITION

CHERAW CANDIDATE FOR SENATE SETS OUT IN RACE.

Knows of no Law by Which Retiring Governor Should be Elected to United States Senate or Senator Chosen to Succeed Himself.

Cheraw, June 11.—W. P. Pollock, candidate for the United States senate, has given out the following open letter to the people of the State regarding his candidacy.

The time approaches near when entries will close for candidates for State and national offices. Many able and patriotic men have announced their candidacy for governor and for other State offices, but so far only two men have announced their candidacy for the United States senate—Sen. E. D. Smith and Gov. C. L. Bleasie.

I know of no law of the land nor rule of the party that gives to a senator the right to succeed himself, but on the contrary the constitution of the United States limits the term to six years, and at the expiration of that term a senator's commission goes back to the people whence it came to be by them bestowed where they will.

I know of no law of the land nor rule of the party that gives to a governor the right to succeed to a seat in the United States senate at the expiration of his gubernatorial term, but on the contrary a governor who uses his office to build up for himself a political machine with which to elect himself to some other office shows that he is utterly selfish, and he violates the spirit of not the letter of the constitution.

There is a widespread demand throughout South Carolina for a broader field from which to choose a United States senator, because the wisest conclusions are reached only after the fullest discussion—the best representatives of the people are found only when the people have a full field from which to select.

I have been urged by many unselfish, patriotic men from every section of South Carolina who have only the best interests of the State and her people at heart to enter the race for the United States senate this year, but I have hesitated to do so before lest my entrance into the race might keep some other man who might be more acceptable to the people from announcing his candidacy. But the time for doubting and waiting has passed. South Carolina needs the services of her sons. She deserves better abroad than she has been receiving at home. She gave me birth and sustenance, and whatever I am I owe it to her and I gladly place myself at her disposal.

I therefore announce myself a candidate for the United States senate in the approaching Democratic primary, and in doing so I do not wish any good, patriotic man who is willing to place his services on the altar of his State to stay out of the race on my account, but I shall welcome into the campaign any good man who feels that he can render a patriotic service to his people.

I am not a candidate of any clique or caucus. I have entered into no combination with any man or set of men. I have nothing to give and nothing to promise except faithful service to my country and my people. I am not begging for something for myself, but I am exercising the right that every Democrat in South Carolina has who is 30 years old—the right to offer his services to his State in the United States senate. It is for the people to accept or reject those services, and whether they accept me or whether they reject me I hope the people will see in the campaign that they have the opportunity to vote for a man and not for a mere self-seeking politician and sycophant, and that by my efforts something has been added to the welfare of South Carolina and the happiness of her people. I, therefore, invite all good men in South Carolina to join me in a campaign for decency and honor and law and order, and against corruption and dishonor and disorder and lawlessness.

I appeal to the conscience of the people of South Carolina to elect to the senate and to every other office within their gift the best man who shall offer, and by the verdict of the people I shall be willing to abide.

W. P. Pollock.

STORM IN WEST VIRGINIA.

One Person Killed and Many Injured.

Moundsville, W. Va., June 12.—J. H. Hanley, aged 23, was killed and many others injured by a terrific wind and electric storm early this morning. Twenty-three cottages in the Moundsville camp colony were destroyed.

last very long as coat-tail swingers; after we get hold, the impulse to take the entire coat or die trying is irresistible.

Jno. L. McLauren, Bennettsville, June 10.

NEAR BLOWS IN SENATE.

HOT WORDS EXCHANGED BY SENATORS IN TOLLS DEBATE.

James, Vardaman, Williams and West Engage in Lively Controversy, While Republicans Look on in Amusement.

Washington, June 11.—Bitterness among Democratic senators over the repeal bill appeared again tonight, and before oil was poured on the troubled waters Senator Vardaman of Mississippi and Senator West of Georgia came near blows. Apparently only the interference of Senator Ashurst and the presence of the sergeant at arms prevented a physical encounter. It all lasted less than a minute, but in that time the senate livened up and displayed an interest in things such as has not been evident for weeks.

The trouble started after a bitter exchange between Senator Vardaman and Senator James, who had vigorously criticised the Mississippi senator and in turn had been told that he was not stating the truth.

When Senator Vardaman sat down, Senator West took the floor and also entered a protest against the recent charge of Senator Vardaman that those who voted for the repeal bill were guilty of treachery to the Democratic party. He referred to the charge that the Carnegie foundation had expended \$30,000 to boost the repeal bill.

"Who knows," added the Georgia senator, "but what the shipping interests have spent \$100,000 to defeat this bill?"

"Have you been offered any?" asked Senator Vardaman. As he spoke he rose to his feet and started toward the Georgia senator, who was only a few feet away.

"Don't you say that to me," said Senator West, shaking his head and lifting his arms.

"Well," said Senator Vardaman, still advancing with his arms half raised, "you are making an intimation that somebody else had been influenced."

By this time the two senators were only a few feet apart, but Senator Ashurst, one of the biggest men in the senate, had stepped between them. He laid his left arm across Senator Vardaman's chest and extended his right toward the Georgian and tried to pacify them, but they kept talking.

In the meantime, members in the cloak room tried to tumble out of the doors all at once and the galleries were half filled with people leaning forward with expectation of seeing a real fight.

"Senators will please come to order," shouted Senator Swanson, presiding. "The senators will please take their seats and the sergeant at arms—"

Here he was interrupted, but Sergeant at Arms Higgins had heard enough and he walked out to where the two senators glared at each other across the outstretched arms of Senator Ashurst, and stood ready for the official command to stop whatever might be started. Mr. West insisted on explaining.

"I did not say in writing or otherwise—" he started to explain.

"The senators will please take their seats," urged the presiding officer, while the gallery and the Republican side of the senate in particular looked on as if at a play.

"No, I am not going to sit down," continued Mr. West and Senator James tried to explain that the Georgia senator was trying to make no charges. Finally all resumed their seats without a blow on either side. Both Senators West and Vardaman explained that they meant no reflection on any one in what they had said.

Later Senator Williams made a short speech criticising Senator Vardaman.

"I decline to answer any questions the senior senator from Mississippi asks of me," announced Senator Vardaman. "Of course it is well understood that the senior senator from Mississippi never approves of anything I do. I care absolutely nothing whether I please him or displease him. My conduct is controlled by myself without regard to his opinion of what I do."

BLEASIE'S PARDON MILL.

Clemency Granted to Two by Governor—Asks if Encampment May Be Held in State.

Columbia, June 12.—Gov. Bleasie this morning pardoned John C. Ellison, who last year was paroled, after having been convicted of manslaughter in Anderson in 1912 and sentenced to 7 years imprisonment. The governor also pardoned James Sudduth who was convicted of murder in Greenville in 1901 with recommendation to mercy and sentenced to life imprisonment.

Gov. Bleasie has wired the department of the East asking if the troops of this State can encamp within South Carolina.

SENATE PASSES TOLLS BILL.

MEASURE REPEALED BY VOTE OF FIFTY FOR AND THIRTY FIVE AGAINST.

Bill to Repeal Free Tolls in Panama Canal for Coastwise Shipping Returns to House with Norris-Simmons Amendment—Conserving United States Rights Under Hay-Pauncefote Treaty.

Washington, June 11.—Repeal of Panama canal tolls exemption for American coastwise shipping passed the senate tonight by a vote of 59 to 35. The measure now goes back to the house, which is expected to accept the Simmons-Norris amendment specifically reserving all rights the United States may have under the Hay-Pauncefote treaty.

The senate late today defeated an amendment proposed by Senator Walsh to allow the dispute over tolls to be carried to the supreme court of the United States. The vote was 52 to 34.

Passage of the bill, after a struggle that has lasted for several months, was regarded tonight as another victory for President Wilson. Although 13 Republicans came to the aid of the 37 Democrats who voted for the bill on final passage, the president initiated the movement in his party for repeal and it was behind him that many Democrats who voted "aye" lined up on the last test.

There has been no certain promise from the White House that the president will sign the bill with its qualifying amendment, but there has been no declaration that he will veto it, and party leaders in the senate were virtually certain he would approve it.

Eleven Democrats led by Senator O'Gorman fought the bill to the end.

The senate was weary with its long grind of debate its weary watching for any attempt to gain a parliamentary advantage and by the time Vice President Marshall put the question for the passage of the bill the oratory had died down, the chamber was quiet and the vote was taken with but little excitement.

Earlier in the evening there was an outbreak among Democrats which showed the deep feeling that has been aroused by the bill. Senators Vardaman of Mississippi and West of Georgia came near to blows, creating a scene such as had not been witnessed on the floor in many years.

The bill probably will be sent to the house tomorrow and can be taken up immediately if house leaders desire. The evident temper of the senate to defeat the bill unless amended is expected to have weight with the house and Democrats anxious to put an end to the matter as soon as possible are expected to demand early action.

The vote in favor of the bill follows:

Democrats—Bankhead, Bryan Chilton, Clark (Ark), Culberson, Fletcher, Gore, Hitchcock, Hughes, James, Johnson, Kern, Lea, Lee, Lewis, Martin, Myers, Overman, Owen, Pittman, Pomerene, Saulsbury, Shafroth, Shepherd, Shively, Simmons, Smith (Ariz.), Smith (Ga.), Smith (Md.), Smith (S. C.), Stone, Swanson, Thompson, Thornton, West, White, Williams—37.

Republicans—Brandagee, Burton, Colt, Crawford, Gronna, Kenyon, McCumber, McLean, Nelson, Norris, Root, Sterling, Sherman—13.

Total 50.

The vote against the bill:

Democrats—Ashurst, Chamberlain, Lane Martine, Newlands, O'Gorman, Ransdell, Reed, Vardaman, Thomas, Shields—11.

Republicans—Borah, Brady, Brewster, Burleigh, Catron, Clapp, Clark (Wyo.), Cummins, Dillingham, Dupont, Goff, Jones, La Follette, Lippitt, Page, Perkins, Smith (Mich.), Smoot, Sutherland, Townsend, Warren, Weeks, Work—23.

Progressive—Poindexter.

Total 35.

MISCEGENATION IN WISCONSIN.

Intense Feeling Caused by Marriage of White Girl and Negro.

Navarino, Wis., June 12.—Feeling is intense here today following the elopement and marriage of Lethy Gregory, the daughter of the owner of a large general store and a negro named Peterson, of Pella, Wisconsin. A judge at Marinette married the couple. The officers could hardly restrain the girl's father from attacking the negro. The negro has been warned not to return here. The judge who married them is severely criticized.

YOUNG MAN HANGED.

Claimed Man's Wife Led Him on to Commit Murder.

Grays, Ga., June 12.—Nick Wilburn, a young farm hand, convicted of the murder of his employer, James King, was hanged here at noon today. Wilburn accused King's wife of offering him pecuniary reward and to marry him, if he would get King out of the way. Mrs. King was placed on trial for conspiracy, but was cleared.

TOLL BILL PASSED.

HOUSE ACCEDES TO SENATE AMENDMENT TO MEAS. URG.

Glass Scores Democrats Who Accord Support to President Only in Grudging Manner—Another Amendment to Bill Beaten by Large Vote.

Washington, June 12.—Only President Wilson's signature is necessary to repeal the clause of the Panama canal act exempting American coastwise shipping from tolls. The long and bitter fight in congress came to an end today when the house, after brief debate and without the formality of a conference, accepted by a vote of 216 to 71 the senate amendment specifically reserving all rights the United States may have under the Hay-Pauncefote treaty or otherwise.

The president is expected to sign the measure Monday. It was just a little more than three months ago that he addressed the house and senate in joint session, urgently asking that the nation might keep its treaty obligation. Speaker Clark was out of the city today but he and Vice President Marshall will attach their signatures to the bill tomorrow and send it to the White House. Before ending the contest by concurring in the senate amendment the house voted down, 174 to 108, a proposal advanced by Representative Moss of West Virginia to attach to the repeal a flat declaration of the right of the United States to exempt its vessels from tolls and of the sovereignty of the United States over the canal zone.

During the discussion today there were flashes of heat in the debate which characterized the original consideration of the measure. Representative Underwood, the Democratic leader, although voting for the senate amendment, said that congress should never have made this "un-American surrender" and called the amendment "ineffective and negative."

Republican Leader Mann, who had vigorously opposed repeal, supported the amendment, declaring it left the entire question of the rights of this country to be determined in the future.

Representative Glass of Virginia attacked the Democratic leaders who opposed the measure. He denounced the "outrageous assaults made on the president" by the Republicans and expressed indignation "at the leaders of the Democratic side who have aspersed their own colleagues because they would not follow them into the camp of the Republican party in advocacy of the Republican doctrine."

"I resent," said Mr. Glass, "the outrageous assaults made on the president by the members on the other side of the house and I particularly resent the aspersions cast by the leaders on the Democratic side who have aspersed their party colleagues for voting for the repeal bill."

"This proceeding is not ungrudging," Mr. Glass added. "It is asinine. Congress should legislate and quit talking so much. I repudiate those men who wrote the heresy of exemption into the Democratic platform."

"Do you repudiate the secretary of State then?" shouted Representative Ragdale of South Carolina, Democrat.

"I repudiate anybody that wrote that heresy, whoever it was. The secretary of State did not subscribe to it."

"Mr. Speaker," he added, "I think you will search the political records of this country in vain to find such a spectacle as we have found here in this congress—the leaders of the Democratic party deserting their party and standing shoulder to shoulder with Republican leaders against a Democratic president."

Representative Gardner, Massachusetts, Republican, declared that "if the Lord Almighty had foreseen all this talk on exemption he would have dug the canal when he made the world."

Republican Leader Mann announced his intention to support the senate amendment. He said that the amendment "makes this whole long fight over the free tolls issue a draw."

Twenty Democratic members voted against the motion to concur in the senate amendment.

REBEL BOAT SUNK.

Report States That Federals Defeat Constitutionalists in Naval Fight.

San Diego, June 13.—News received today from Mazatlan is to the effect that the Mexican troopship Guerrero engaged in battle with the constitutionalists armed steamer Culisoan and sunk the rebel boat near Guayamas last night.

MISSING STEAMER REACHES PORT.

Ship That Had Been Reported Lost in Storm Turns Up.

North Sydney, N. S., June 12.—The steamer Mont Magny, which had been reported lost in a storm entered port today.